

Other commentators have touched on problems law enforcement encounters with enforcement in work zones. The worse is maintaining integrity of the zone. If the zone is active regulate it, if it is not, open it up and keep the speedlimits up. Secondly, crash data in work zones are not reflective of acutal crashes caused by work zone. None of the definitions goes beyond first and last signs, lights, etc. Many times back-up extends further than the initial announcement of the work zone, but crash data may not reflect the crash being associated with a work zone at all. Lastly, Troopers or other police officers hired to be in work zones should be actively enforcing, as opposed to sitting at the beginning of a work zone with warning lights flashing. It is the active enforcement that will change driver behavior in a work zone, not just visibility. This is especially true if the motorist does not believe the officer will leave his post to take enforcement action.